## CRAWFORDANDTHE L., D. & W.

Another Effort to Prevent Sale of the Road as Ordered by an Indiana Court.

Sumner J. Collins Appointed General Superintendent of the Monon-Cut Passenger Rates from Indianapolis to Chicago.

A special dispatch to the Journal from Decatur, Ill., says: After several postponements the case of Edward Harris, Tracy H. Harris and Charles C. Allen, complainants against the Indianapolis, Decatur & Western Railway Company, Benjamin S. Sands, Robert B. F. Peirce, Central Trust Company of New York, John C. New, Farmers' Loan and Trust Company of New York and Noble C. Butler, came up before Judge Vail in the Macon county Circuit Court to-day. Attorney Henry Crawford, jr., represented the complainants, and attorneys R. B. F. Peirce and A. L. Mason, of Indianapolis; John M. Bowers, of New York city; Crea & Ewing and Outten & Page, of Decatur, represented the trustees; Peirce and Sand, the railway company.

In February, at Indianapolis, an order was secured for a decree of sale of the property lying in Indiana and Illinois, it being understood at the time by all parties in interest that the decree would be filed four months later. June 20, Attorney Crawford came to Decatur and made a motion for the appointment of a receiver and secured an injunction restraining the trustees from changing the status of the litigation in any way until the arguments of counsel could be heard. Due notice was given the defendants. Three days later, on June 23, the order for the sale was filed at Indianapolis. To-day Crawford asked the court to attach the defendants for contempt, and at some length insisted on the issuance of the injunction, mainly on the ground that the Indiana court had no jurisdiction as to the Illinois property. Counsel for defendants made full answer to the contempt charge, and argued their motion that the injunction be dissolved.

Judge Vail will decide the motion in vacation as of the present term of court. Briefs on both sides are to be filed within thirty days. The Indianapolis. Decatur & Western company, in any ase, will probably secure a decree of sale in an Illinois court to escape future litigation. C. W. Fairbanks, of the Mackey system; President Leonard, of the T., P. & W. railway; General Manager Burgoon, of the Terre Haute & Peoria road, and other railway officials were present during the long arguments.

Position of the Alton.

The action of the Western Passenger Association, in agreeing upon special rates for a number of State fairs, expositions and other gatherings has called out another sharp letter from General Passenger Agent Charlton, of the Chicago & Alton road. Having been officially notified of the establishment of these rates at the meeting last Friday, Mr. Charlton replied to Chairman Finley yesterday at Chicago, as follows: "We have yours of 18th inst., advising us of rates for various expositions, fairs, etc., Your association has passed on these questions without consultation with us and without obtaining our vote, regardless of our wishes, and interests. In all cases in which you take action without permitting us to have a voice in the decision we must decline to be bound by your action. We do not purpose acting independently of our competitors, but that involves that our competitors shall not act indepen-dently of us. We do not intend that you or your association shall dictate to us. We must have an equal voice with you. Now and hereafter, when you advise us of action that you have taken independently of the Chicago & Alton, you must not expect any reply. It is not our purpose to take orders from you or your association as to wat our rates and arrangements shall We expect to be treated with courtesy and on a perfect footing of equality; otherwise we shall make rates and arrangements to suit ourselves, independently of your

East-Bound Rates Threatened. At a special meeting of the east-bound passenger committee of the Central Traffic Association, yesterday, in Chicago, a rather serious state of affairs was developed. Last Thursday the Chicago & Erie laid before Chairman Donald a statement showing that tickets are on sale in Chicago brokers' offices to Eastern points at from \$1 to \$2 below the tariff. Agents were sent out to test the market, the result being the purchase of eight tickets of the Boston & Maine issue, Chicago to Boston; six of the Fitchburg issue. Chicago to Boston, and one each of the Baltimore & Ohio and the Lackawanna, Chicago to New York. Yesterday the Erre furnished another statement of five Boston & Maine and four Fitchburg tickets, and informed the chairman that unless something was done very promptly to stop the sale of these manipulated tickets the Erie would meet the scalpers' rates. It is alleged that the New England roads have been keeping the brokers supplied with tickets for some time. Chairman Donald will take immediate steps to avert the threatened demoralization of east-bound rates.

Cut from Indianapolis to Chicago.

As usual, at this time of the year, a good deal of trouble is being caused by excursion rates. The Chicago and Ohio River Traffic Association is greatly disturbed because the Lake Erie & Western, an outside competitor, has announced an excursion rate of \$3 from Indianapolis to Chicago and return. At the meeting in Cincinnati last week the Big Four was authorized to meet the rate and it is now expected that the Lake Erie & Western will make a further cut. The Lake Shore, the Nickel-plate and the Big Four have announced a rate of \$7.50 from Peoria to Niagara Falls and return, Aug. 6, but the rate does not apply by way of Chicago and consequently a howl has been raised by certain roads that are thus prevented from sharing in the business. Grand Army rates are almost certain to go to pieces. Some of the lines in the territory of the Ohio River Traffic Association have already given it out that they will make a rate of I cent per mile and it will be strange if this does not lead to a general abandonment of the agreed rates.

A General Superintendent for the Monon. Sumner J. Collins was yesterday appointed general superintendent of the Louisville, New Albany & Chicago road, with headquarters at Chicago. Those who know him personally state that he is one of the most competent railway men in the country. Commencing railroading in his boyhood, for several years he was a division superintendent on the Chicago, Milwaukee & St. Paul, and it is considered a very fortunate thing that the Monon has secured his services, as the business of the road is now very heavy, taxing the rolling stock to its utmost capacity, and for the next few months is likely to be heavier rather than lighter. Last Saturday there was the largest movement of loaded cars on the Louisville, New Albany & Chicago system in the history of the road. The earnings of the road from Jan. 1 to July 7 are \$110,000 ahead of those of the corresponding period last year. The passenger as well as the freight earnings are running far ahead of last year.

Personal, Local and General Notes. Thomas Noonan, general manager of the Central States Dispatch, will be home from

the East to-day. The Toledo, St. Louis & Kansas City is delivering from points on its line to the To-

ledo elevators 140 to 150 car-loads a day of wheat. Fred Husted, enperintendent of the D. & M. division of the Cincinnati, Hamilton & Dayton, was in the city yesterday call-

ing on old friends. An idea of what the Illinois Central is expending in betterments to the property is shown in the difference in the gross and net earnings of the company the first six months of 1891, the gross earnings showing

an increase over the first half of the year 1890 of \$261,375, while the net earnings show an increase of but \$20,420.

The official statement of the Chicago & Alton shows that in the first six months of 1801 its net earnings were \$74,240 ahead of those of the first half of 1890.

The Monon has yielded to the pressure brought to bear upon it by the Chicago roads, and has agreed to withdraw its tickets from the Chicago hotel offices. The new bridge over the Illinois river on the Pekin & Peoria road will be completed

by the middle of next month, which will greatly expediate matters at Peoria. The Erie passenger department has issued instructions to its trainmen that newsboys shall be polite to passengers, and in a civil, but not pressing manner, offer their

The St. Louis & Iron Mountain and other Southwestern lines will on next Sunday change time to make connection with the fast train No. 20 out of St. Louis over the Vandalia.

The Lake Erie & Western vesterday received twenty new cars from the Haskell & Barker car-works. Twenty cars per day will be received until the contract for 1,000 cars is filled.

E. A. Ford, of the Pennsylvania lines, and his assistant general passenger agents, on Sunday night returned from an extended Northwestern trip, on which they were absent ten days.

W. R. Baldwin, general passenger agent of the Cincinnati, Wabash & Michigan, was in the city yesterday on official business. The pleasure-resort travel over his line is the heaviest in years.

The Cincinnati, Hamilton & Dayton will change the time of Train 37 on next Sunday, leaving Indianapolis about 2:15 P. M., instead of 3 P. M., and running through to Cincinnati in three hours. W. W. Richardson, private secretary of

Frank Darlington, superintendent of the Indianapolis division of the Pennsylvania lines, accompanied by his family, last evening left on a pleasure trip north. Poor's Manual shows the preferred stock of the O. & M. to be \$4,000,000, common stock \$20,000,000. No dividend has been paid on either preferred or common stock

since the Torrence management gave up the road in 1876. Samuel Thomas, President of the Louisville, New Albany & Chicago road, re-turned from the Northwest last night, and will to-day start on an inspection of the L ... N. A. & C. system in company with General-

Manager McDoel. Chiefs Arthur, of the Brotherhood of Locomotive Engineers, and Sargeant, of the Brotherhood of Locomotive Firemen, went to Toledo yesterday to take up the troubles of the trainmen with the officials of the

Toledo & Ann Arbor road. A party of fifty railway trainmen left Kansas City on Sunday, over the Union Pache, for Puget sound. The pleasure trip will cover six weeks. Most of the trainmen who have gone are veterans in the service, and deserving of a good rest.

The increase in the passenger train service on the Pennsylvania system, both east and west of Pittsburg, is increasing the demand for trainmen, and a number have within the past thirty days been promoted from brakemen to conductors, two, William Baron and William Durbin, last week. The Wabash is now \$48,000 ahead of last

year in its earnings, the system earning in the second week of July \$286,460, an increase over the corresponding week of 1890 of \$50,624. At the end of the first week of July it was but \$2,000 behind last year, although dropping behind badly the first four months of 1891.

The Chicago & Eastern Illinois will now probably abandon the idea of competing for passenger business between Brazil and Terre Haute via Otter Junction. On Saturday last the C. & E. l. ran three special trains at excursion rates from Brazil to Terre Haute, and the three trains carried just eighteen passengers.

The Chesapeake & Ohio, in its fiscal year ending June 30, showed no decrease in earnings over its preceding fiscal year in any week, and the road begins its present fiscal year with handsome increases in earnings, they reaching, the second week in July, \$167,354; increase over the corre-sponding week of 1890, \$19,739.

It was announced yesterday by the officials of the Chicago & Alton railway that on next Sunday, and each Sunday thereafter, there will be regular passenger service between Chicago and St. Louis, just the same as on week days. This is a new departure, as the Chicago & Alton never before has run day Sunday trains between these two points.

A. H. Palmerton, Superintendent of the Peoria & Eastern road, with the approval of General Manager Barnard, announces the following changes in agencies: E. H. Jones is appointed agent at Glen Karn, vice L. M. Groendyke, transferred; L. M. Groendyke, agent of Farmer City, vice W. H. Shideler, resigned; G. W. Castle, agent at Gillem, vice H. M. Valentine, resigned.

John Cuthbertson, of Chicago, grand master of the Brotherhood of Telegraphers, has been compelled to resign his position on account of ill health. His successor in office is Mortimer D. Shaw, of St. Louis, at present vice-grand master of the brotherhood. Mr. Shaw is a telegrapher of na-tional reputation, and has been identified with telegraphers' organizations for fifteen

The rumor that President Finney, of the Soo and South Shore roads, will resign at the annual meeting to-morrow is confirmed. Mr. Finney practically admitted as much yesterday. It is not known who the successor will be, but it is understood a Minneapolis man is likely to get the plum. Mr. Finney gives as the reason of his resignation the pressure of private business interests, but this explanation is probably not the real one.

J. F. Barnard, president and general manager of the Ohio & Mississippi, who sailed last week for England, was accompanied by three of the directors, who go to London for a conference with the owners of the property. It is stated that he and the three directors who accompany him will make a strenuous effort to thwart the proposition to throw the road into the hands of a receiver or even to effect a reorganization of the company.

Train No. 20, going east, and No. 21, coming west, reached Jersey City and St. Louis, the respective terminals, promptly on schedule time yesterday, the new sched-ule taking effect Sunday. The time from St. Louis to New York 18 twenty-eight hours and fifty minutes; from Indianapolis to New York, twenty-three hours and thirty minutes. It is stated that east of here the time is to be reduced thirty minntes as soon as some contemplated changes are made in running of other trains.

The Chicago, Milwaukee & St. Paul and the Wisconsin Central roads will be given an opportunity to-day, in Chicago, to show cause why they should not be disciplined for violation of their agreement. Their oflense consists in ticketing delegates to the national education convention, at Toronto, from the Northwest by way of Milwankee, after the advisory board of the Blind Passenger Pool had ruled that this business should be carried over the St. Paul, Minneapolis & Omaha road by way of Chicago.

H. Moore, general utility man on the Indiana Midland road, is in the city. He says that the crops will place the Indiana Mid-land on a safe financial basis. They will this week load one hundred cars of grain a day on the line. Roads running to Chicago, Toledo, Cleveland and Baltimore will furnish cars to load. The company owns ten engines and has all of them busy. While the rush of freights is on work has been about suspended on the Brazil extension. In fact, only the bridge-builders are at

A new organization has been incorporated in the East, to be known as the American Master Mechanics' Association. Its object is the advancement of knowledge concerning the principles of construction, repair and service of rolling-stock of railroads. Its founders are Wm. Garstang, of the Chesapeake & Ohio, formerly with the Bee-line; John Hickey, of the Chicago, Milwaukee & St. Paul; John Makenzie, of Cleveland; August Sinclair, of New York, and Orlando Stewart, of Charlestown,

The Eastern lines are seriously talking of boycotting the Union Pacific, and for reasons more tenable than the boycott of the Chicago & Alton. Mr. Lomax is not running his department to suit the general passenger agents of the Eastern roads, who have seemingly set themselves up as dictators. If the Baltimore & Chie or the Erie will now do something to bring a boycott upon them, a first-class boycotted route could be readily established between the Atlantic and Pacific coast, and it would be

the popular line without doubt. The surveying corps of the Logansport & Indianapolis road expects to get the line located as far south as Sheridan this week. They are following much the same line as did the Colonel Yeoman syndicate, which

proposed to build a road from Indianapolis to Logansport. This was known as the Indianapolis & Northern, which company secured the right of way most of the distance. Elections are to be ordered in several townships on the proposed line to vote a two-per-cent. subsidy to the enterprise, and it is thought all will vote favorably.

The Wanamaker patent scale-car was on exhibition yesterday on the South Tennessee-street spur track. This carwas built some months ago by the Indianapolis car-works, but was not put on exhibition until quite recently. Officials who yesterday saw it operate for the first time think it an excellent thing for roads to use locally, taking but a few weeks to pay its extra cost, but it is too useful an invention to send to foreign roads, as it would be more trouble to get cars back than it is now, so conven-ient would it be to use at local stations where there are no scales.

The east-bound shipments of dead freight by rail from Chicago last week aggregated 45,558 tone, while the take lines show a record of 79,454 tons. The shipments of flour, grain and provisions from Chicago to the seaboard by the roads in the Central Traf-fic Association aggregated 15.449 tons, against 12,751 for the week previous, an increase of 2,698 tons; against 24,437 for the corresponding week last year, a decrease of 8,988 tons. The Vanderbilt lines carried 46 per cent. of the business, the Pennsylvania lines 29 per cent., the Chicago & Grand Trunk 12 per cent, and the Baltimore & Ohio 13 per cent.

William M. Blythe, secretary of division No. 11 of the Brotherhood of Locomotive Engineers, reached his fifty-fifth birthday yesterday. Last evening the members of Division 11 and the Ladies' Auxiliary gave him a surprise at his residence, No. 287 North Pine street. After a spread of palatable refreshments, which the surprise party brought with them, the brotherhood and auxiliary presented him with an elegant writing desk, with a large silver plate, bearing the following engraved thereon:
"Presented to William M. Blythe by Division No. 11 of the B. of L. E. and Ladies' Auxiliary, July 20, 1891."

The inspection party of the Toledo & Chicago Air-line returned to Toledo last Saturday, much pleased over the reception they met all along the proposed line. A meeting was held on Saturday night at the Boody House, at which it was stated that twenty miles of the grading had been let and bids would be received the present week for a large mileage of the distance. The statement that the Canadian Pacific is behind the enterprise is denied. The company is made up of a number of New York capitalists, two Chicago men, and one Fort Wayne man, doubtless R. C. Bell. The Toledo terminal is already arranged for, and Donald McLean, who represents the company in Chicago, hopes to arrange the terminal facilities there without trouble.

The object of Samuel Thomas's visit to the Northwest is shown in the following item clipped from the New York Sun: "Representatives of the Michigan Southern, Lake Erie & Western, Canadian Pacific, and Port Arthur, Duluth & Western | are in Port Arthur arranging the terms and making a contract for the construction of the Port Arthur road through to Duloth, The Union Iron Company, with these roads, owns seven thousand acres of iron lands from which it intends to ship ore. The Lake Shore will put on a line of boats to carry the ore from Duluth to Cleveland. The mineral lands were recently purchased by these companies, their object being to break up the monopoly in the iron country now held by the Duluth and Iron Range."

The report sent from Cincinnati last week to the effect that E. O. McCormick was likely to succeed D. B. Martin as general passenger agent of the Big Four lines had just this foundation: M. E. Ingalls, before leaving for Europe, said that he intended to establish an advertising department for the Big Four and the Chesapeake & Ohio lines, and he would pay a large salary, such as would justify any general passenger or ticket agent in accepting the position. Knowing that Mr. McCormick had displayed a good deal of ability in this direction, he suggested that he take charge of it, and named a salary which Mr. Mc-Cormick would be justified in accepting. but the latter never had any idea of accepting it. No man could be more pleasantly situated than is Mr. McCormick as general passenger and ticket agent of the C., H. & D., and when he leaves that position he is quite likely to reach one of much more importance in the railway service.

CULLINGS FROM THE COURTS.

Answer of the First Broad Ripple Company

to the Edison People. The Indianapolis and Broad Ripple Rapid-transit Company, William Bosson and Robert C. Light, filed their answer in the federal court yesterday to the suit brought last Friday by the Edison General Electric Company of New York. The answer affirms much that was in the complaint of the Edison company, but denies the charges of fraud, misrepresentation and the insolvency of the Broad Ripple company. It asserts that everything done by the defendants was known to the complainant through its agent, Mr. Beggs. The charge that they are the Edison company is denied and the assertion made that the lebt of the Broad Ripple company is les than \$200, not including counsel fees. It is claimed that the Edison people knew that they were not to get their money until the Broad Ripple's bonds were sold. The defendants further assert that the \$100,000 of the proceeds of the bond sales and the \$18,000 donations were to go to the plaintiff on account, the balance for the road's construction to be paid from the sale of stock.

The answer denies that the defendants were to pay any cash and claims that the Edison company was to wait for its money until the bonds were sold. While admitting that William Henderson, with whom a contract had been made to sell \$150,000 of the bonds and turn \$120,000 over to the defendants, had not effected such sale or any part thereof and had no arrangements for such sale, the defendants claim he was proceeding to carry out the contract when work on the road ceased, rendering it impossible for him to do so. They deny that Bosson and Light represented that anybody had subscribed largely in cash to the capital stock. Light admits that he had an impression Henderson had found a market for the bonds, but Bosson denies that he said anything about it. Both assert that the Edison company knew that no bonds had been sold and that the plan for paying for the construction of the road was as follows: "The Broad Ripple company would be of benefit to and increase the value of the lands outside the city and the lands adjoining, and many of the land-holders had then expressed a willingness to make donations to the Broad Ripple company for the purpose of securiug the location, construction and operation of the road; and that the company would issue bonds, secured by mortgage upon the property, sell the bonds and thus pay for the

construction of the line.' A. C. Harris and Judge Claypool appeared for the defendants named above. Butler & Snow, representing William Henderson, were not ready with their client's answer, and, by agreement, the hearing of the motion for the appointment of a receiver was postponed until Thursday. W. L. Taylor appeared for the Edison company, and con-

sented to the postponement. Demand for Heavy Damages. Stella A. Scanlan filed a complaint against the city, yesterday, in the Superior Court, asking for \$25,000 damages. She alieges that, by reason of the city's negligence in not keeping the sidewalk on the west side of Ash street in proper repair, she was injured in such a manner that her former

health and strength cannot be regained. Notes from the Dockets. William L. Jacobs, an employe of Baker & Randolph, arrested on information charging him with petit larceny, failed to appear in the Circuit Court, yesterday, and bis bond of \$200 was declared forfeited.

CRIMINAL COURT. Hon. Millard F. Cox, Judge. State vs. James Severe: petit larceny. Guilty and sentence of four months in work-house. State vs. Robert Chatman; petit larceny. Guilty and sentence of three months in work-house.

State vs. John Kramer; grand larceny.

Guilty and sentence of one year in Prison

The Court Record.

North. New Suits Filed. Paddock Hanley Iron Company vs. Henry Lorenzen; judgment. Demand, \$1,500. Laura B. Nash vs. Samuel C. Nash; divorce. Failure to provide. Stella V. Scanlon vs. City of Indianapolis; damages. Demand, \$25,000. Elizabeth Wighorst vs. Frederick W.

Wighorst: divorce, enstody of children and restraining order asked for. Cruelty.

Morris Murphy vs. Sarah Murphy; divorce. Infidelity and habitual drunken-May L. Burns vs. Charles Burne; divorce.

Failure to provide. IMMENSE TREASURE FOUND.

Vaults Beneath an Old Brazilian Castle Said to Contain \$70,000,000.

NEW YORK, July 20 .- News has been received in this city of the discovery of an enormous treasure in one of the subterranean vaults of the old castle of San Antonio at Rio Janeiro, where it had lain hidden since some time in the last century. El Carreo de Caracas, published at Caracas, Venezuela, in its issue of July 1 gives a detailed account of this discovery in an article occupying almost the entire front page of the newspaper. The discovery was made by the chief engineer who for some time has been engaged in the demolition of the castle of San Autonio. Before it was converted into a castle San Antonio was a monastery under the control of the Jesuits, and it was during this period of its history that the treasure is supposed to have been hidden. Underneath the castle are vaults built like the corridors of a mine, and in one of these a large number of cases, chests and bundles were discovered. The con-tract for the demolition of the castle stipulated that in the event of a discovery of any precious metal half of the treasure should belong to the state. Accordingly, the engineers in charge promptly notified the Brazilian government, making a state-ment of the find, and soliciting official ad-vice and assistance. The memorandum of the engineer enumerates the following articles found in the vaults: One hundred and twelve wooden boxes with iron clasps, and three locks on each, and weighing 850 kilos (about two hundred pounds) each; four cast-iron chests, weighing 615 kilos each; sixteen leather sacks, sewed, weighing fifty-nine kilos each; 806 packages of parchment, with a total weight of 1,657 kilos; three boxes containing papers, twentysix packages, slightly damaged

chests and packages resulted in a most astonishing discovery. The 112 wooden cases contained gold to the value of about \$70,-600,000. The gold consisted of old Portuguese crusados (ancient milreis) worth about 50 cents each, and the accounting of the treasure was verified by documents found in the cases. Among the papers found was a receipt of Friar Desarte Anton, superior of the order of Jesuits, acknowledging the receipt of 20,000,000 crusados in gold to be turned over to Don John V as a tribute of honor upon his voyage to Brazil. These 20,-000,000 crusadas and also 2,560 kilograms of gold powder contained in the four iron chests, and 945 kilos of gold bars, vessels and richly-worked ornaments, were to have gone to Portugal aboard the royal squadron of caravels and galleons which, under the command of Don Sebastian, was to touch at Brazil en route to Lisbon.

It is said that when the Marquis of Pombal, the great Portuguese statesman, demanded in the last century the remittance of the above-named sum, Father Anton buried the treasure in the vaults of his monastery and denied that it had ever been in his possession, declaring that it had been taken away during the previous reign. In consequence of this denial, which did not deceive the Marquis, the Jesuits were expelled from Brazil and Portugal. The twenty-six packages were found to contain a variety of precious stones, whose value cannot be told, as they have not yet been appraised. The excavations about the castle are not yet finished, and a discovery of more treasure may not be impos-

THE CAVE OF DEATH.

Filled with Poisonous Gas It Ends the Life of a Young Girl Explorer.

RICO, Col., July 20 .- A pleasure party had a very sad ending here. On the opposite side of the Dolores river is a cave that has been known for years as the "poison cave." From some source there is a flow of carbonic scid gas, which lies in a layer a foot thick on the floor of the cave. The place is looked upon as a great natural enriosity, and is frequently visited by pleasure parties. A party of three young ladies and three young men went to the cave. There appeared to be an extra heavy charge of the gas generated, for whenever any of them stooped over a little they would feel the effects of the poison in the air. No thought of danger was attached to the fact, however, and the party proceeded to the end of the cave and stopped for a while about one hundred feet from the entrance. On the return Miss Carrie Neal was in the rear, and when the others reached the mouth of the cave she was not with them. The young men hurried back, and found her lying on the ground about hity lest from the er trance. She was carried to the outer air and a physician hurriedly called, but she could not be revived. She lived for about two hours.

It is surmised that she stooped forward or stumbled, and before she could recover herself was overcome by the gas and lost consciousness. Frank Howard was badly poisoned in the effort to bring her out, but prompt attention saved his life. Miss Neal was one of the most prominent young ladies here, and had made many trips to the cave before the present one.

United Brethren in Court. DAYTON, O., July 20 .- The Circuit Court room was crowded to-day by representatives of the two wings of the United Brethren Church, to listen to the decision of the church case. The court did not enter into a lengthy decision, but briefly announced judgment for the plaint-iffs; that is to say, for D. L. Rikes and oth-ers and what is known as the liberal branch of the church, as against the radical fac-tion. The suit involves possession of the large publishing-house here, control of the church organ, the Religious Telescope, and all the church edifices in America. The case will be taken to the Supreme Court.

Duty on Guns and Fishing Rods. OTTAWA, Ont., July 20 .- The collectors of customs have been notified that they may accept entry and duty on guns, fishing rods and other equipments of parties visiting Canada for sporting purposes, with the condition that the duty so paid will be refunded on proof of the exportation of the same within a period of two months from the date of entry.

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LESS THAN HALF THE PRICE OF OTHER BRANDS + POUNDS,20+ + HALVES, 10 + QUARTERS, 54 SOLD IN CANS DNLY.



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Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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NEW and REFITTED SCALES. W. H. CHAMBERLIN, SR., corner Georgia and Pennsylvania sts. Special attention given to testing and repairing accurately.

CITY ADVERTISEMENTS. DEPARTMENT OF PUBLIC WORKS, INDIANAPOLIS, Ind., July 21, 1891. TO CONTRACTORS AND BUILDERS:

Notice is hereby given that bids will be received at the office of the Board of Public Works on or before 10 o'clock a.m., on Friday, July 31, 1891, for additions and alterations to Engine-house No. 5, in the city of Indianapolis, according to plans and specifications on file in said office.

The Board reserves the right to reject any or all bids By order of the Board.
A. W. CONDUITT, President.

Notice to Whom it May Concern

Notice is hereby given that the Board of Trustees of the town of Brightwood will meet in Brightwood, at their regular place of meeting, Monday night, August 3, 1891, to hear any and all grievances, and all other matters pertaining to said improvement of an alley between Austin and Stewart streets, from Bloyd avenue to Brinkman street, which improvement final report has been made to the Board of Trustees of the town of Brightwood, which final report is now on file with the Clerk of said town of Brightwood, for examination and inspection. By order of the Board. JOHN F. KELLER, Town Clerk.

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